

First Level Evaluation Matrix

	Cost		Civil/Traffic Engineering			Natural Environment**					Built Environment				Comments
	Total Cost (In Millions)	Benefit/Cost Ratio	Meets Design Standards	Travel time (minutes)	Reduces Accidents in study area	Water Resources	Wetlands	Habitat (vegetation, wildlife, fish)	Fish	Hazardous Material Sites	Visual	Social & Economic	Cultural Resources	Property Acquisition (Land Use/ Shorelines)	
Option	Planning level estimate			From I-5 to SR503 in Battle Ground	Build vs. not building	Number of stream crossings	Acres of Mitigation	Rating of habitat disturbed	Rating of habitat disturbed	Number within ¼ mile	Rating of effect	Number of Residences, Businesses, Parks Displaced	Number of Known Sites Affected	Acres of Private Property Acquisition	
A	23-28	10	Fair	19	Good	5	9	Moderate	Moderate	3	High	5	0	15	Alternative A combined as a sub option of C.
B	25-30	9	Good	19	Good	5*	9	Moderate	Moderate	3	High	5	0	15	
C	22-27	10	Fair/Good	19	Good	5	9	Low-Moderate	Low-Moderate	3	Moderate-High	5	0	25	
D	33-38	9	Poor/Fair	23	Good	4*	10	Low	Low-Moderate	3	Low	6	0	35	
D2			Failed												
E1	30-35	7	Good	21	Good	4*	10	Moderate	Low-Moderate	2	Moderate-High	5	0	55	
E2	27-32	7	Fair	22	Good	4*	9	Low-Moderate	Low-Moderate	3	High	5	0	35	
E3	29-34	7	Good	21	Good	4*	14	Moderate	Low	2	Moderate-High	7	0	40	
E4	26-31	8	Fair/Good	21	Good	4	11	Low-Moderate	Low-Moderate	2	Low-Moderate	4	0	65	
E5			Failed												
F	27-32	7	Fair	21	Good	5*	10	High	High	2	Moderate	2	0	60	
G	26-31	7	Fair/Good	22	Good	5*	9	Moderate	Moderate-High	3	High	8	0	20	

*Realignment of Gee Creek includes direct longitudinal impacts to the creek and its tributaries that would result in realignment of the stream channel. It was decided that the environmental impacts of this option would be too great, given other alternatives that did not require such an impact. Therefore, options that required channel relocation were screened out.

** Also examined soils, air, and noise impacts. Either the criteria did not help compare options or was unavailable for review at this design level.

Following the first level evaluation, Options A and C were combined (A/C). Options A/C and E went through an in-depth evaluation on property impacts, traffic movements and geometry. These options went through a second level evaluation.